



NRHS

Northstar News

Publishers of the Minnesota Rail Calendar

Happy Holidays! Holiday Banquet Sunday Dec 4, 2022



*L: CP Holiday Train
at Lake Sarah in 2013
—Dawn Holmberg
Photo*



*R: North Pole Express
at St Paul Union depot
Dec 4 2018 —Troy
Francen Photo*

Table of Contents

Chapter Officers, Meeting Notice, Editor Column,	Pages 1, 2
Meeting Minutes September Meeting	Pages, 2, 3
Obituary	Page 3
CP Holiday Train	Page 4
Amtrak Empire Builder Detour	Page 4
Union Pacific Historical equipment on the Move	Pages 4, 5, 6
Night Trains	Pages 6, 7
BNSF Wilmar Bypass	Page 7
CP Moves Steam Engine	Page 8
CP Hydrogen Powered Locomotive	Pages 8, 9
Amtrak 2022 Revenue and Ridership	Pages 9, 10, 11
RPCA News	Pages 11, 12
AARPCO News	Pages 13,14,15,16,17,18
Possible National Railroad Strike Articles	Pages 18,19,20,21,22,23,24
School Reform on Railroad Service Levels	Pages 24, 25
News from the Ore Rail Group IO	Pages 25, 26, 27, 28
Railfan Events	Page 28

Meeting Notice:

Saturday January 14, 2023 6:15 pm At Roseville Lutheran Church, our December Meeting also will be a ZOOM meeting. Note: in 2023 meetings will held on the 2nd Saturday of the month.

Informal Dinner at Keys Restaurant -Lexington and Larpen-teur Avenues at 4:15 pm January 14, 2023..

Zoom instructions: You simply click on the link below to join using your internet browser. If you join us via Zoom, please make sure your Zoom client is the latest version. Click on the icon In the upper right corner of the Zoom app and the click check for updates. The Zoom meeting will open at about 5:45 pm Saturday evening for chit-chat and Zoom troubleshooting. If you would like to test your Zoom client during the week before the meeting, please contact Dan Meyer at dan@meyer-family.net and arrangements will be made.

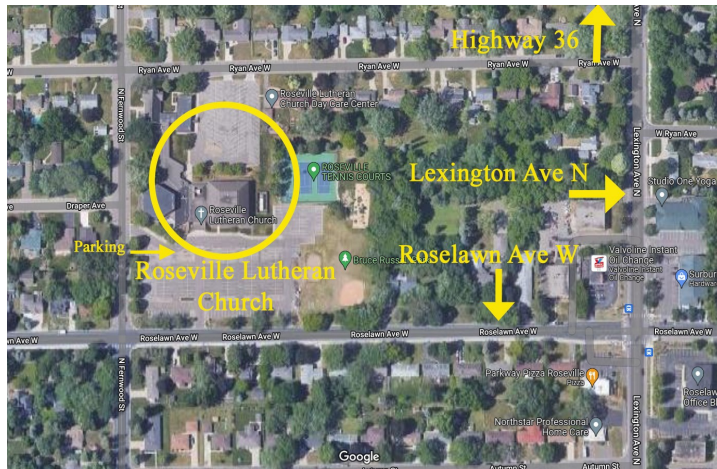
January Zoom Meeting Sign-on for the January 14th 2023 meeting will be in the January 2023 Newsletter.

Membership renewals for 2023 are Due.!
Invoices have been sent. Please renew promptly!

Northstar Chapter Officers & Staff

President	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Secretary	Richard Tubbesing	Tubbesing32A@yahoo.com	763-757-1304
National Director	Dawn Holmberg	dawn@dholmberg.com	763-784-8835
Treasurer	Russ Isbrandt	rmisbrandt4036@comcast.net	651-426-1156
Vice President	Dan Meyer	dan@mever-family.net	763-784-8835
Program Chairman	John Goodman, Richard Tubbesing	Jhgoodman2001@yahoo.com	612-839-0905
Calendar Committee	John Goodman (Chairman) Dawn Holmberg Jack Barbier John Cartwright	Jhgoodman2001@yahoo.com dawn@dholmberg.com Jsbbib@msn.com Stationman86@yahoo.com	612-839-0905
Trip Director	John Goodman	Jhgoodman2001@yahoo.com	612-839-0905
Chapter Librarian/Historian	John Cartwright	Stationman86@yahoo.com	651-481-8479
Webmaster	Dan Meyer	dan@mever-family.net	873-784-8835
Chapter Mailbox	Northstar Chapter NRHS	PO Box 120832	St Paul MN 55112
Library Data Base Administrator	Russ Isbrandt	Rmisbrandt4036@comcast.net	651-426-1156
Newsletter Editor	Richard Tubbesing Dawn Holmberg, Dan Meyer	Tubbesing32a@yahoo.com Dawn@dholmberg.com	763-757-1304 763-784-8835

Meeting Location: From the east or west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, The Diamond Room.



*From the Editor: **Last Chance to sign-up for our Holiday Banquet on December 4, 2022 at Mancinin's Restaurant in St Paul with Aaron Isaacs (MSM President) as our speaker!***

In this issue (Email color issue only), there are many articles about the pending Railroad Strike. Your Editor thought that different sources of information would help to understand the importance of this situation!



The 2023 Calendar is now available. Get yours now at the next chapter meeting or on Wednesday's at our library. Buy yours soon as the last two year editions have been sold out!

Meeting Minutes November 19th 2022 At Roseville Lutheran Church

The meeting was called to order by President John Goodman at 6:25 pm. There were 17 people attending. President Goodman announced we have a quorum. President Goodman made a motion to approve the minutes of October 2022 meeting in the November 2022 Newsletter. The motion was carried with the motion by Frank Wilke and seconded by John Cartwright. The motion was approved. Russ Isbrandt gave the Treasurers report. Both the Chapter and the Calendar Accounts are in good position. Russ Isbrandt stated that the Calendar Postcard cost and Printing costs have not been invoiced. Russ Reported that we made almost \$500 in sales and \$235 in calendar sales at the Great Train Show at Canterbury Downs. Dawn Holmberg said that the bills are due in the next week. The Calendar costs will be under \$4,000 which will reduce the Calendar Account balance. Russ Isbrandt gave the membership report. For 2023 there are 10 subscribers, with 11 subscribers yet to renew. There are 23 regular members renewed with 16 non renewals so far. Dawn Holmberg gave the National Representative report. The NRHS has a new board and President. The NRHS has implemented new by-laws which reduce the number of board members, and the new President is Tony White. The NRHS Membership chairman has retired. A newer online registration system called NEON is being implemented. For family membership renewals, the primary member must register first before any other family member is registered.

Continued on next page:

Continued from previous page:

The NRHS hopes to improve the NRHS Online store with membership stuff. President Goodman stated the NRHS Convention for 2023 will be held in Fort Lauderdale Florida around Labor Day weekend. All venues are still planned despite the last hurricane. Transportation to near the convention hotel is available via Amtrak. The NRHS has decided that future NRHS Conventions will be held around Labor Day as they have been in the past. Events confirmed are a ride on the Steam powered sugar train and a ride on the Bright line to Orlando and return. Another event is a visit to the Gold Coast Museum, the Henry Flagler museums and a banquet. Other events are being planned. Dan Meyer gave the Web Report. Dan is working on maintaining the web site and our presence on Facebook. The Calendar information has been posted on our website. All chapter newsletters back to 2001 are available on our web site and our Holiday Banquet sign-up form is available. Dawn Holmberg gave the calendar report. The calendar postcards reminders will be sent out in the next week. Dawn reported that we sold 13 new calendars and some old calendars at the Canterbury Train Show. Calendars are available for sale this evening. President Goodman reported that our Holiday Banquet will have Aaron Isaacs as speaker outlining how the MSM was formed. This will include the development of the Como-Harriet line and the Excelsior line. The banquet will be held at Mancini's in St Paul on December 4th at a cost of \$40. Three choices for an entree' is available. A good deal for the banquet was negotiated thanks to Cy Svobodny. Cocktails will be available at 3:00 pm, the meal will start at 4:00 pm and the speaker will begin his program at 5:00 pm. The higher cost is a reflection of the current inflation we are experiencing. John Goodman gave the Cheer committee report, and again mentioned the passing of H Martin Swan last year. We have not heard anything from H Martin Swan's widow. Member Tom Neadle passed away recently. He was known for playing the organ at the James J Hill House. President Goodman gave the meeting location report. We have booked Roseville Lutheran Church from January to May of 2023. Our meetings in 2023 will be on the 2nd Saturday of the month. Richard Tubbesing gave the Program report. This Evening we have Greg Smith will give a slide presentation of slides (mostly black and white) he has recently acquired of Railroads in the Twin Cities in the 50's and 60's. Next year is open for programs with possibilities of a DVD program by Joe Frishman and a Cumbrés and Toltec RR DVD by Roger Libra. Programs for 2023 are not set in stone yet. Solicitation of programs was made and to Contact Richard Tubbesing to schedule a program. Richard Tubbesing will provide details in the next Newsletters next year when we have more details. Joe Fishbein would be a great candidate to show some of his photos. Dave Norman has a DVD of Building the English Channel Tunnel as a candidate. There was no Old Business. The Election report was given by John Goodman. For each of the five BOD positions, solicitation was made three times by President Goodman for anyone to be nominated for the positions of President, Vice President, Treasurer, Secretary and National Representative. There was no opposition to the slate of candidates as all positions were unopposed. A motion was carried and approved for the BOD slate of Candidates for the next year. It was unanimous. There was no new business. President good made to motion to adjourn the meeting at 6:45 pm. Motion was carried. Program was a newly acquired slide collection of photos of twin city area railroads in the late 1940's and early 1950's by Greg Smith. The program was phenomenal with great Black and White and Color images. Thank you to Greg Smith. Respectfully submitted by Secretary Richard Tubbesing

Obituary

Thomas Neadle 1943 – 2022 longtime Member of the Northstar Railroad Historical Society



Neadle, Thomas George Age 80, of Golden Valley, passed away peacefully on October 20, 2022. Preceded in death by parents, George D. Neadle and Alice L.M. Neadle. Survived by sister, Jeanette L. Rondestvedt, nephews David Rondestvedt, Stephen Rondestvedt, Paul (Kelly) Rondestvedt, niece Ann (Christophe) Cazaban, four grand - nephews and four grand-nieces. Tom was a graduate of North High School, Class of 1961, and was a 40-plus year employee of the Minneapolis Veteran's Hospital. Tom was musically gifted from an early age, learning the piano and, in his teens, studying the organ. At age 17, he began playing the organ for Plymouth Apostolic Lutheran Church, a position he held for over 60 years. He was a long-time member of the Land O' Lakes chapter of the

He regularly attended their annual conventions throughout the United States and, locally, played for audiences at the Heights Theatre and at the James J. Hill house. He even had a pipe organ in his home and, after moving to the Calvary Center Cooperative in 2008, had a smaller pipe organ constructed for his condominium there. Tom also had a lifelong love of trains. As a member of the Minnesota Transportation Museum, he gave tours at the Jackson Street Roundhouse and volunteered on their restored trains in Osceola, Wisconsin. He was an excellent historian of the railroad with an encyclopedic knowledge of virtually anything related to rail travel. His family will miss his kind presence and his ability to entertain at family gatherings by playing any requested song. We also wish to thank the staff on 7 West at North Memorial Hospital, as well as the staff at St. Therese of New Hope for their kind and compassionate care. A funeral service was held at 11:00 a.m. on Monday, October 31, 2022 at Washburn McReavy Crystal Lake Chapel, 3816 Penn Avenue North, Minneapolis, MN 55412, with visitation one hour beforehand. Interment at Crystal Lake Cemetery to follow. Washburn-McReavy.com Crystal Lake Chapel 612-521-3677

CP Holiday Train 'Back on the Rails'

Railway Age Written by Marybeth Luczak, **Executive Editor** October 13, 2022 -**Class 1 Twin City Area Schedule:**

(Photograph Courtesy of CP)

<u>SUNDAY, DECEMBER 11</u>	<u>MONDAY, DECEMBER 12</u>	<u>TUESDAY, DECEMBER 13</u>
Winona: 3:30 p.m.	Cottage Grove: 5 p.m.	Golden Valley: 4:45 p.m.
Wabasha: 5:30 p.m.	St. Paul (Union Depot): 6:45 p.m.	St. Louis Park: 6 p.m.
Hastings: 8 p.m.		Minneapolis: 8 p.m.

**DETOUR: Amtrak Prepares for Winter Weather in North Dakota**

Wednesday, November 9, 2022, 9:08 PM, provided by john goodman

Today's date is November 9th. Not even near Winter season yet. John Goodman

From: RAY BENSEN <rayande@comcast.net>**Sent:** Wednesday, November 9, 2022 at 11:07:04 AM CST**Subject:** DETOUR: Amtrak prepares for winter weather in North Dakota

KXNET News North Dakota By Joe Rinalde Posted Nov 8 2022 6:39 PM CST

NORTH DAKOTA ([KXNET](http://www.kxnet.com)) — With the winter weather forecasted this week, Amtrak will be operating on a detour route for North Dakota on both Friday and Saturday. This is dealing with Westbound trains only.

Starting Friday, Amtrak westbound trains will be going from Fargo to Minot.

They will be skipping stops in Grand Forks, Devils Lake, and Rugby on Friday and Saturday.

Again, this is just for the upcoming winter weather and just for those two days on westbound trains.

So, when it comes to winter weather, how does Amtrak take you to where you need to go?

Amtrak operates a nationwide rail network serving more than 500 destinations in 46 states, the District of Columbia, and three Canadian provinces on more than 21,400 miles of routes. North Dakota is one of those destinations. But how does Amtrak prepare for the winter?

“Well, firstly, we’ve been putting shovels and salt bags and everything that everyone else would do in Greater North Dakota to get ready. I’m sure there are garages with shovels that have been freshened up and bags of salt and maybe even snowblowers,” said Public Relations Manager for Amtrak, Marc Magliari.

“So, that’s the basics, getting people off and on the trains. But our trains in North Dakota run on tracks owned by BNSF Railway Company, and we’re in hour-by-hour touch with BNSF every day. Certainly, right now we’ve been talking to them about this incoming winter storm and what it means. The first thing we do in severe weather like this with BNSF is to add a third locomotive onto each train just to be on the safe side. Two locomotives are certainly more than adequate to get us, up and over the Cascades and up and through the Rockies. Each locomotive has 4,200 horsepower. But we pick up a little extra horsepower and a little extra electric generation for the comfort systems in the winter. That’s the primary thing. We do stay in touch with the folks that own the tracks and also take preparations inside the train for getting people off and on the trains of platforms that might not always be plowed right away,” said Magliari.

“And are we gonna expect any delays over the next few months? Well, I mean, it’s like driving U.S. 2, right? You’re not gonna make normal time on U.S. 2 during winter, and just like the roadways, we’re not gonna make normal time on the railroad in the worst of the winter. And in fact, we can cancel. If things are just too dangerous to get people out and about, we will cancel. So, we recommend people staying in touch with us, certainly when they make the reservations to sign up for notifications and also follow our Twitter feed. If the highways close, we’re not gonna be running people out there if there’s no way to get emergency services to those people who have medical issues or the things to the train,” added Magliari.

So, how much traffic is Amtrak expecting this holiday season ?

If you don’t make your reservation, certainly now for Thanksgiving or even now for the December holidays, you might not get your first choice of travel days.

So go to amtrak.com, download one of the apps, call 800-USA-Rail, or stop by the friendly folks in the Minot station and book your travel now.<https://www.kxnet.com/news/state-news/detour-amtrak-prepares-for-winter-weather-in-north-dakota/>**Metro News - Challenger Getting Ready To Move****Union Pacific Steam Club Update No. 26 - October 26, 2022***Continued on next page:*

Continued from previous page:



The steam crew has been busy preparing the Challenger No. 3985 along with the TTT-6 steam locomotive No. 5511 and Centennial diesel locomotive No. 6936 for delivery to the non-profit [Railroading Heritage of Mid-west America](#) (RRHMA).

The donated equipment will be towed by diesel locomotives from Union Pacific's Steam Shop in Cheyenne, Wyoming, on Friday, Nov. 11.

The **Heritage Donation Special** will make periodic maintenance stops along the route. The special train is scheduled to arrive at the RRHMA's shop in Silvis, Illinois, on Saturday, Nov. 19. A [complete schedule](#) can be found on the [UPSteam.com](#) web site.

The [donation includes the following equipment](#) from Union Pacific's Steam Shop in Cheyenne, Wyoming:

4-6-6-4 [Challenger UP 3985](#)

Class TTT 2-10-2 [UP 5511](#)

The [Centennial UP 6936](#)

E9B passenger locomotive shell

Four 1950s coach cars

Diner-Lounge car

Baggage car

Caboose

Two business cars: the Selma, previously Western Pacific's Feather River, and the Stanford, originally the 1928 Southern Pacific Sunset

The RRHMA plans a multi-year, multi-million-dollar restoration of the equipment, including restoring the steam locomotives to operating condition.



Union Pacific Historic Equipment Move Cheyenne to Kimball, Neb. 2022

Youtube video by Traveling Tom (Photos captured from video)



Continued on next page:

Continued from previous page:



It's a once in a lifetime move as Union Pacific transfers much of its historic railroad equipment from Cheyenne, Wyoming to Silvis, Illinois. Many of these locomotives have not moved in more than 40 years. The move was part of one of the biggest donations in railroad preservation history.



shown here in Cheyenne, Wyo. in September 2022, is part of a "hospital" train of historic Union Pacific equipment heading for Railroading Heritage of Midwest America shop in Silvis, Ill. David Schaaf

Union Pacific "Hospital" Train Detoured onto Iowa Interstate By Steve Glischinski | November 18, 2022

COUNCIL BLUFFS, Iowa – The "hospital" train ferrying historic Union Pacific steam locomotives and other equipment to Silvis, Ill. was detoured onto the [Iowa Interstate Railroad](#) at Council Bluffs this morning. The train has been making a slow move across the UP main line since departing Cheyenne, Wyo. on Nov. 11. The slow speed of the train (20-25 mph), frequent stops, and an overheating bearing on one of the steam locomotives combined to delay the train. With a lack of UP crews and congestion on its main line across Iowa, the decision was made to move the train to Iowa Interstate. Originally IAIS was to receive the train from UP today at Des Moines, Iowa.

The train is ferrying UP 4-6-6-4 No. 3985, 2-10-2 5511, Centennial diesel No. 6936 and other equipment to the Railroading Heritage of Midwest America shop in Silvis, Ill. UP donated the equipment to RRHMA in April. RRHMA has planned a ceremony at Silvis on Nov. 19 at 5 p.m. that includes officials and major donors, so it was essential that the equipment be in Silvis in time for the ceremony. Another event on Nov. 20 is open to the public.

This morning the train departed Council Bluffs with a planned destination of the IAIS yard at South Amana, Iowa arriving sometime tonight. The train will move from South Amana to Silvis tomorrow morning and early afternoon. (And you may know that the C&NW F-unit will be dropped off to the Boone & Scenic Valley guys.)



Night Trains season is here!

Every Saturday from November - February from 3pm - 7pm (Except Christmas Eve)

Bonus nights: 11/25, 12/19, 12/21, 12/23, 12/26, 12/28, & 12/30!

Advance tickets are now on sale!

Click this banner for more info.

EXPERIENCE THE MAGIC of

NIGHT TRAINS

Provided by Rick Krenske

What is Night Trains?

The museum's collection of model trains of all scales and toy trains of yesteryear come alive throughout the Museum. The Night Trains season magic begins as the lights are turned down and the buildings and street lights glow warmly, setting the scene for specially lighted models of operating vintage passenger trains.

In November snow is falling on our miniature villages and we are getting all set for the Holidays. By the end of January we put the Christmas décor away but we will keep the winter theme up through February.

Continued on next page:

Continued from previous page:

Hours and Admission

Every Saturday (Except Christmas Eve) from November 5th, 2022 to February 25, 2023 from 3 to 7 pm. Admission is \$15 per guest, kids 4 and under are free. Tickets may be purchased in advance at: tcmrm.eventbrite.com or at the door.

Special Event Nights:

Enjoy bonus night trains on Black Friday, November 25th plus the Mon/Wed/Fri before and after Christmas (December 19th, 21st, 23rd, 26th, 28th and 30th)

December Garage Sale December 3rd - we will have a garage sale going on all weekend, including during Night Trains! Get great prices on new and used merchandise.

Night Trains® season is a special Holidays tradition at the Twin City Model Railroad Museum. Night Trains runs November through February 2022 with additional bonus nights!

Advance tickets to our 2022-2023 Night Trains season **ON SALE NOW!**

For more information about our upcoming Night Trains® season [click here](#).

BNSF Opens Bypass Around Minnesota City

Trains Newswire By Steve Glischinski | November 16, 2022

Willmar bypass connects two ex-Great Northern routes



BNSF trains on the Marshall (Minn.) Subdivision have a new wye track to follow around Willmar, Minn. The project, which relieves congestion in the city, was a collaborative effort between the railroad and local and state government agencies. Craig Williams

WILLMAR, Minn. – [BNSF Railway](#) has opened a new 2.8-mile wye track west of Willmar that allows trains to bypass the city. Referred to as the “Willmar Bypass” the new track links BNSF’s busy Marshall Subdivision and its Morris Subdivision, the former Great Northern mainline. It allows eastbound Morris Subdivision trains to head onto the Marshall Sub (and westbounds off the Marshall Sub) to bypass Willmar. Before the bypass was built trains had to head into Willmar and motive power run around their trains to be headed in the proper direction. The \$50 million project will cut down on rail congestion in the city and reduce blocked crossings. The idea for the Willmar Bypass started in 2011, when BNSF Railway approached the [Minnesota Department of Transportation, Kandiyohi County](#) and the city of [Willmar](#) about constructing a rail bypass on the west side of Willmar. The project turned into a private-public partnership.

In 2015, the project gained a \$10 million federal Transportation Investment Generating Economic Recovery grant. Eventually BNSF paid \$16 million, MNDOT \$17.5 million, Kandiyohi County \$459,000 and the city of Willmar deeded the right-of-way worth \$336,000. In addition, \$3.77 million came from State Local Road Improvement Program funds.

BNSF began construction of the line in autumn 2021, and finished in September 2022. The route opened at the end of October. In addition to the railroad, the road portion of the project included realigning U.S. Highway 12, construction of two bridges over the new line, two roundabouts and an access road for businesses. Road construction began in July 2019 and was finished this summer.

Willmar, approximately 100 miles from Minneapolis, has close ties to railroading. It was a Great Northern division point and crew change with a large yard and roundhouse and lines heading in four directions. GN recognized its historic ties to Willmar when it donated its last steam locomotive, 4-8-2 No. 2523, to the city in 1965. Willmar remains a division point for BNSF.

To see an aerial view of the new line, [click here](#).



Canadian Pacific 4-6-4 No. 2816. Steve Glischinski

Canadian Pacific Moves Steam Locomotive into Shop

Trains Newswire By Steve Glischinski | November 18, 2022
Crews preparing 4-6-4 No. 2816 for systemwide trip

CALGARY, Alberta — [Canadian Pacific](#) has released a video of 4-6-4 No. 2816 being moved into its Calgary shop for overhaul. According to CP, No. 2816 is “being prepped for a special cross-continental trip from Calgary to Mexico City to celebrate completion of the proposed CP-KCS merger, pending regulatory approval, and the connecting of a continent through the creation of CPKC.”

In the [video](#), CP 1001, now in testing to become the world’s first hydrogen-powered line haul freight locomotive, pulls the 1930-built 4-6-4 into the shop.

Canadian Pacific 2816, also known as the Empress was built by Montreal Locomotive Works in December 1930.

After being used for heavy passenger service, the locomotive was retired in 1960. In 1964 it was acquired by Nelson Blount’s Steamtown USA then located in Vermont. CP reacquired the locomotive in 1998 and after an extensive restoration, it was returned to service in 2001. The 4-6-4 traveled the CP system until its steam program was suspended in 2012. The locomotive was then stored in Calgary until 2020 when it was briefly fired up for a video shoot during the holiday season.

In 2021 CP President and Chief Executive Officer Keith Creel stated that if the Surface Transportation Board approves CP’s merger with Kansas City Southern, the railway would celebrate by bringing No. 2816 back under steam to lead a tour from Canada through the United States and into Mexico.

Click link to see the [video](#) of 2816.



capture from a Canadian Pacific video shows the railroad’s first hydrogen fuel-cell locomotive earlier this year. Canadian Pacific

Canadian Pacific’s Hydrogen-powered Locomotive Makes First Revenue Run

Trains Newswire By Bill Stephens | November 15, 2022
Railway expects to have three home-built hydrogen locomotives in local service by the end of 2023



Canadian Pacific CEO Keith Creel. Trains: David Lassen

NEW YORK — Canadian Pacific’s experimental hydrogen-powered locomotive made its maiden revenue run last month in Calgary, Alberta, taking the first step in determining whether the technology could one day replace diesel-electric locomotives.

“I’ll tell you, the excitement around it, the potential of it, is real,” CEO Keith Creel told the RailTrends conference on Tuesday. “And to see it two weeks ago, running down the main line at main line speed pulling a load behind it, I mean it made the hairs on my arm stand up because I would have told you two years ago it’s a pipe dream

Well, it’s not a pipe dream. It’s a reality. Still a lot of work left to do, but it’s super, super exciting.”

The home-built unit, converted SD40-2F No. 1001, is dubbed H2 OEL for “hydrogen zero-emissions locomotive.” The Oct. 28 revenue test run was the second main line foray this year for the unit, which uses hydrogen fuel cells and batteries to power its electric traction motors.

CP is using solar power to produce hydrogen at its Calgary headquarters. It also has a separate hydrogen production facility in Edmonton. CP is partnering with the Alberta provincial government to build a DC-traction version as well as another AC-traction unit. By the end of next year, CP expects to have the three locomotives switching customers in Calgary, Edmonton, and Vancouver, Creel says.

“The next step is scalability,” Creel says, through partnering with a customer that can build enough road locomotives to prove the technology on the rugged CP main line in the Canadian Rockies west of Calgary.

“It’s the perfect test bed. If you can operate there — heavy haul, cold temperatures, the most challenging operational conditions I’ve ever experienced in my career . . . it will work anywhere,” Creel says.

If the tests are successful, hydrogen fuel-cell locomotives are likely to first be deployed in local service until the railway can create a hydrogen fueling network across its system and build the tenders necessary to give the locomotives extended range.

“I’m telling you this has the potential, if it proves its mettle and it shakes out in the very tough validation tests we’ll give it, it will be truly transformational for this industry,” Creel says. “And it’s something we’re extremely proud of.”

Creel emphasized that the hydrogen project is very much an experiment and CP is not betting the farm on its effort to create a green locomotive.

Continued on next page:

Continued from previous page:

Alberta is aiming to transition to a hydrogen-based economy as part of a push toward cleaner energy supplies. CP would haul hydrogen from Alberta to customers across its system, as well as to its own fueling facilities.

All of the Class I railroads have announced ambitious goals to reduce their carbon emissions as part of an effort to combat climate change.

Wabtec and Progress Rail are offering battery-electric hybrid locomotives and are experimenting with higher blends of biodiesel and renewable diesel to reduce greenhouse gas emissions. BNSF Railway tested Wabtec's battery electric locomotive as part of a hybrid consist that powered merchandise trains between Stockton and Barstow, Calif., last year.

Union Pacific has ordered 20 battery electric locomotives — 10 from each builder — for use in tests at two yards.

Creel spoke at the RailTrends 2022 conference sponsored by trade publication Progressive Railroading and independent analyst Anthony B. Hatch.

Capacity's Impact Shows in Amtrak's Fiscal 2022 Revenue and Ridership: Analysis

Trains Newswire By Bob Johnston | November 10, 2022

Revenue down 24% from 2019 but twice the 2021 level; ridership almost 10 million below 2019 figure



Amtrak's Auto Train prepares to leave Lorton, Va., on Jan. 30, 2020. The train continues to lead long-distance earners. Bob Johnston

WASHINGTON — Amtrak reduced the huge financial shortfall it experienced during the COVID-19 pandemic with its results in fiscal 2022, earning \$1.78 billion in gross ticket revenues while carrying 22.9 million passengers, according to a route-specific recap obtained by Trains News Wire. Most noteworthy in yearly comparisons by service category, shown in the table below, is that revenue on the long-distance network in 2022 was up by \$113 million, or 23%, over 2019, the last “normal,” or pre-pandemic year. In contrast, both Northeast Corridor and state-supported service revenue fell by about 30%.

Auto Train, high prices boost long-distance income

Much of the long-distance gain was achieved by *Auto Train's* continued stellar performance. The daily overnigher carrying travelers and their cars between Lorton, Va., and Sanford, Fla., benefited from high gas and rental-car prices most of the year. The train had enough coach and sleeping-car capacity to address pent-up travel demand at different price points, but eventually many departures sold out at high fare levels.

Amtrak fiscal year 2019-2022 comparison by category

	Revenue (in millions)					Ridership (in thousands)				
	2022*	2021	2020	2019	+% 2022 vs 2019	2022	2021	2020	2019	+% 2022 vs 2019
Long distance	\$607.9	\$330.7	\$308.2	\$494.6	23%	3943.4	2238.0	2689.5	4554.8	-13%
State supported	\$382.1	\$209.3	\$281.7	\$534.9	-29%	10201.4	5519.9	8004.3	15438.8	-34%
Northeast Corridor	\$907.9	\$342.9	\$651.7	\$1,320.0	-31%	9235.7	4408.8	6417.5	12525.6	-26%
TOTAL	\$1,777.8	\$882.8	\$1,241.6	\$2,354.3	-24%	22930.5	12168.8	16841.3	32819.0	-30%
Best revenue retention/gain in each category										
<i>Auto Train</i>	\$118.5	\$85.7	\$58.8	\$76.7	54%	279.0	236.0	163.6	236.0	18%
<i>Empire South*</i>	\$60.2	\$26.4	\$30.5	\$54.9	10%	1019.2	613.1	655.0	1214.2	-16%
<i>Northeast Regional</i>	\$587.9	\$225.1	\$343.8	\$678.1	-13%	7091.4	3508.8	4486.8	8940.7	-21%

Source: Amtrak

*Amounts shown for FY 2022 include revenue from all trains operating within endpoints defined by the category, including trains sponsored by states that extend beyond those endpoints. Example: "Empire South" trains earned \$51.4 million, but that includes passengers buying New York-Albany/Rensselaer tickets on Empire West, Maple Leaf, and Ethan Allen trains. Thus, Northeast Corridor revenue includes Washington-Boston passengers on trains sponsored by North Carolina, Virginia, Pennsylvania, and Vermont. Amtrak does not calculate adjustments where that happens outside the Northeast or reallocate revenue from passengers on long-distance trains that run on the Northeast Corridor or state-sponsored corridors elsewhere.

Continued on next page:

Continued from previous page:



New York City-bound Empire Service train No. 238 approaches a crowd of passengers waiting to board at Hudson, N.Y., on Aug. 21, 2022. All afternoon trains that day were sold out. Bob Johnston

Though reduced somewhat by equipment and personnel shortages that plagued the rest of Amtrak's network [see "Addressing Amtrak's Capacity Crisis," *Trains Magazine*, December 2022], each *Auto Train* usually operated with four coaches and as many as eight sleeping cars. It is also the only train marketed separately in advertising, social media, and at [the Amtrak website](https://www.amtrak.com).

High prices driven by reduced availability played a significant role in the long-distance category's revenue strength: Compared with 2019, per-passenger revenue was up nearly 34% in 2022 (*Auto Train* was +30%), compared with +2% for state-supported trains and -6.8% in combined Acela and Northeast Regional patronage.

Positive trends on several corridors

Along with the general return of more daily travel, ridership is increasing where Amtrak has numerous departures and sufficient capacity, giving it the chance to offer a variety of fares to reflect the seats available on specific trains. In the Northeast, premium-priced Acelas continue to attract fewer passengers than in the same months in 2019, but revenue per rider on Northeast Regional trains was up about 9% in August and September. Expect the momentum to continue as the Thanksgiving rush approaches.

Another success story is the *Ethan Allen*, whose extension to Burlington, Vt., created a promotable buzz. While aided over a portion of its route by the continued absence of the *Adirondack*, ridership for the daily round trip from New York City, stopping in Rutland, Vt., was up 50% in August and 92% in September over 2019. Passenger counts and revenue were also impacted south of Albany-Rensselaer, where ticket sales were credited to *Empire South* service (as explained in the table's notes). Insufficient equipment resulted in frequent sellouts on that busy corridor, which led state-supported routes in revenue.

Long-distance ridership hit by capacity issues

Long-distance revenue gains mask the negative impact on ridership caused by Amtrak's inability or unwillingness to provide capacity on trains outside the Northeast corridor. But the table below shows how Superliner-equipped trains, other than *Auto Train*, fared in 2022 compared to pre-pandemic 2019.

Long-distance June-September 2022 VS. 2019

Average Monthly	Revenue (in thousands)			Ridership		
	2022	2019	+% 2022 vs 2019	2022	2019	+% 2022 vs 2019
EMPIRE BUILDER	\$5,877.0	\$6,344.0	-7%	34230.0	44799.0	-24%
CALIFORNIA ZEPHYR	\$5,435.0	\$5,236.0	4%	26125.0	38148.0	-32%
SOUTHWEST CHIEF	\$3,726.0	\$4,182.0	-11%	24488.0	33443.0	-27%
COAST STARLIGHT	\$4,980.0	\$4,203.0	18%	35888.0	39248.0	-9%
TEXAS EAGLE	\$2,120.0	\$1,983.0	7%	25317.0	28050.0	-10%
CAPITOL LIMITED	\$2,103.0	\$1,797.0	17%	17478.0	21122.0	-17%
AVERAGE OF 6 ROUTES	\$4,040.2	\$3,957.5	2%	27254.3	34135.0	-20%

From a strictly financial standpoint, where the object is to maximize yield and minimize costs, Amtrak management can argue it is doing a better job squeezing more revenue out of fewer passengers. This change appears to be baked in to future operating scenarios in fiscal 2023. *Trains News Wire* has learned from a group attempting to book an excursion next July that, as was the case in 2022, a second Chicago-Seattle *Empire Builder* sleeping car is not being offered. The train also operated with only one Chicago-Seattle coach in 2022.

Coach and sleeper sellouts (or high fares) regularly occurred on most of these trains for at least some segments. This discouraged bookings, which are already dependent on having a once-per-day train match a traveler's schedule.

Continued on next page:

Continued from previous page:

But the *Coast Starlight*, operating with more coaches (including a business-class car) and sleeping car space than the other inter-regional trains, suffered the least drop in ridership while generating more revenue. These fiscal year-end results can be interpreted many different ways. On the surface, it is tempting to pit *Auto Train*'s performance against the rest of the long-distance network. But the numbers show that sufficient capacity is crucial to the national network, leading to revenue and ridership growth, as is the case on the Northeast Corridor. Amtrak can offer both high frequencies where it controls the tracks and a unique ability to provide mobility between urban and rural destinations that are otherwise largely unserved. The fiscal results provide enough evidence that overcoming the company's current equipment and personnel challenges will help Amtrak reach its full potential.



Volume 6 Issue 11 November, 2022

FROM THE PRESIDENT

Thanksgiving has arrived along with the Holiday train season. Where did the year go? Each year goes by quicker as we get older. It feels like we just left Cleveland and the 40th, and now we are speeding toward Spencer 2023. The activity list this year is significant and filling up quickly. If you're not registered yet, I suggest getting on the RPCA website and signing up ASAP. Bring your walking shoes as there is a lot to see.

Keeping up with the changing times is a challenge for all organizations. At RPCA, we do our best to try not to miss anything as it comes to our attention. This year, I will make time during the conference to discuss some of those issues. Drug and alcohol programs and 243 programs result from safety-related regulations enforced by the FRA. You also have to be aware of locomotives built in 1973 or after. Regulations for emissions standards do have to be considered based on any previous upgrades or complete power assemblies changed out within five years. If you received a donation or purchased a locomotive with a tier tag, understand it is illegal to remove the tag under CFR 1033 under title 40. Exemptions under 1033.5 reads; For a locomotive that was originally manufactured after January 1, 1973 to be excluded, it may not use any internal combustion engines and must be used only for historical purposes such as at a museum or similar public attraction. I'm checking with the EPA on clarification to verify the exemption wording. I will be available during the conference to help answer any questions on various issues and give suggestions as you figure out what applies to your organization. Nothing has changed since the last update to emission regulation in 2008; however, enforcement and interpretation by the EPA compliance side is more visible with the growing climate issues.

During the conference, I will be taking suggestions on what to do with CUPS. The "Cab Unit Preservation Society" was started several years ago within RPCA for those that owned, restored, and operated cab units within our group. It was a discussion group on repairs and where to get parts for their unique locomotives. Previously I was hoping to put out a publication on existing locomotives. However, several locomotives have changed hands, and getting accurate information was also tricky with the limited time I had available. Let's get together and see what we can do with CUPS when we meet in Spencer.

I am looking forward to seeing you in Spencer.

Stay Safe **W. Roger Fuehring** President, RPCA



2023
RPCA
CONFERENCE
SPENCER, NC

2023 Annual Conference
January 12-15, 2023 N.C. Transportation Museum-
Spencer, NC

HIGHLIGHTS OF THE CONFERENCE WILL BE:

A visit to the Aberdeen Carolina & Western headquarters and shop facility in Candor, NC.

The Southeastern Narrow Gauge & Shortline Museum in Newton, NC, where volunteers have transformed the former Southern Railway depot and surrounding grounds into museum space.

Classroom and hands-on technical seminars including the yearly Amtrak and Federal Railroad Administration updates.

The annual banquet will feature guest speakers Davidson A. Ward and D. Shane Meador of FMW Solutions, LLC.

Extra fare activities will include:

The visit to the Aberdeen Carolina & Western Railway shop and headquarters of the Southeastern Narrow Gauge & Shortline Museum

an Amtrak trip to the NASCAR Hall of Fame

a pizza and beer train to support the William Fuehring Fund for Future Leaders

a Historic Salisbury tour with lunch at a local winery

Continued on next page:

Continued from previous page:

All activity prices increase by \$10 on December 23, 2022.

The hotels we are using are next to each other. Links to book rooms with the proper code embedded are in the hotel section of the registration system.

There will be a \$20 fee for anyone paying the Conference registration by check.

Cancellation/Changes and Refunds: Fees for missed meals or events, late arrivals, and early departures will not be refunded. If a cancellation or change resulting in a refund is received in writing no later than December 22, 2022, fees will be refunded less a \$20.00 processing fee. All refunds will be processed after the conference. Substitutions are allowed at no charge.



Museum and Excursion Trains

Canadian Pacific's Holiday Train will return this year after a two-year pandemic-related hiatus. The train will again raise money, food, and awareness for local food banks in communities along the CP network – including, for the first time, stops in Maine and Quebec. The 2022 tour will launch on Nov. 23 with the Holiday Train's Maine shows. The tour will feature 168 live shows, with performers Alan Doyle, Tenille Townes, Mackenzie Porter and Lindsay Ell among others. Local food shelves will set up collection stations at each event, with all donations made staying with the local food bank to help people in need in the community.

The National Park Service has closed portions of the tracks used by Cuyahoga Valley Scenic Railroad in Ohio due to significant erosion from the Cuyahoga River. The closure will affect some of the CVSR's excursion operations.

The non-profit group restoring Nashville, Chattanooga & St. Louis Railway 4-8-4 576 has raised more than \$200,000 in the last few months and said a test fire could come as soon as 2023. Nashville Steam has been restoring NC&StL 576 at the Tennessee Central since 2019.

Seven people suffered minor injuries when a 2-foot gauge train derailed at the Silver Dollar City amusement park in Branson. Three cars from the "Frisco Silver Dollar Line Steam Train" overturned. The ride has been closed and the state fire marshal will be investigating to determine if any malfunction occurred. The train operates on a 1.6-mile loop, with two trainsets and a fleet of four steam locomotives fired by diesel fuel.



Amtrak/Freight/Federal Agencies

The Surface Transportation Board has created a passenger rail office that will be responsible for investigating and analyzing Amtrak's on-time performance on host railroads. The Passenger Rail Investment and Improvement Act of 2008 authorizes the STB to investigate the causes of substandard passenger rail on-time performance, to identify mitigating measures, and, under specified conditions, to prescribe relief. The creation of the Office of Passenger Rail is the next step in a strategy for the Board to investigate and enforce Amtrak's on-time performance. Amtrak says it welcomes the Board's enhanced focus on on-time performance, which is an important issue for service reliability.

The Seminole Gulf Railway, devastated by Hurricane Ian, is now estimating it will take \$28 million to return the 105-mile railroad in southwest Florida to operation. The railroad hosted government officials in an effort to rally support for emergency funding, so the railroad can return to operation and help haul lumber and other supplies needed to rebuild the Fort Myers area after the hurricane.



AAPRCO NEWS BRIEFS

November 2022 Volume 10 Issue 11

Transportation Report by Taylor Johnson Fellow AAPRCO Members,

The days of massive Amtrak special trains are over. Chattanooga represented the high mark at 29, with Napa a close second at 28 cars. With restrictive access, increased rates, incremental insurance, and numerous PVs moving to short lines and museums, economies of scale have dramatically impacted where we can now operate special trains. We should celebrate our past while embracing the reality of the future.

This year has offered a preview of future special trains. In April, we successfully operated "The Sugarland Limited" in south Florida. The train was well received by members and our host railroad, the South Central Florida Express Railroad, operated by US Sugar. The train operated behind steam on portions of the railroad that had never hosted a passenger train. Amtrak proved an agile partner during the pandemic, facilitating the movement of cars from DC to Miami. Amtrak also enabled the handoff in Sebring to the South Central Florida Railroad. Although only about one mile, this was the first time Amtrak operated on SCFRE trackage.

Labor Day weekend served as our annual convention dates in Chicago after receiving an invitation from Metra to operate a special train on their railroad. The invitation was a direct result of our volunteer contributions over several years to Pullman Railroad Days. Labor Day weekend was the ideal slot for Metra, as they operate a reduced schedule. We had the additional pleasure of operating as the last passenger train to negotiate street running in Michigan City, Indiana, thanks to our host, the Chicago South Shore and South Bend RR. Additionally, we were able to operate on the UP to Union Illinois to the Illinois Railway Museum.

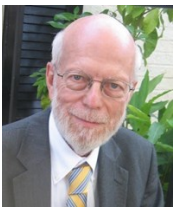
In October, we operated the "American Autumn Explorer III" in Vermont. Economically, this was not our most successful train. Operationally, the trip was flawless, with Vermont Rail System once again demonstrating their professionalism. Highlights included a BBQ reception in Bellows Falls, a side trip to Hildene-- the Robert Todd Lincoln family home -- and for some, a boat trip and lunch on the Ethan Allen on Lake Champlain.

In conclusion, 2022 was a great year for AAPRCO special trains, but we need to embrace lessons learned. One lesson is to not schedule two trains a month apart. The corollary is we need to be flexible to embrace opportunities when they exist. I refer to this as 'preparation meets opportunity' which applies directly to Metra, CSS, UP, and Chicago. Historically, our conventions have been held in September. The BOD has agreed to perpetuate Vermont in October if it is financially viable. As such, I recommended to our BOD we move future conventions to early May going forward. This model creates a five month space between a rotating convention location and Vermont. I also recommended we establish a two year special train road map to improve visibility, marketing, and participation.

Looking forward, we are in the planning stages of the "Grand Canyon Limited" and convention scheduled for the first week of May in Williams, AZ. The special train will originate from either Albuquerque or LA, depending on cost and member preference. The special will terminate in Abq which is developing PV infrastructure at their museum. VRS will host us again the first week of October with new mileage to Newport on the Canadian border. The 2024 convention is tentatively planned for Pinehurst, NC, on the Aberdeen Carolina and Western.

Safe travels,

Taylor Taylor Johnson VP - Transportation



Washington Update by Ross Capon

In reporting on the **Senate Commerce September 7 confirmation hearing for Amtrak board nominees**, I should have noted that Sen. Tammy Baldwin (D-WI) got Amtrak Chairman Coscia to commit to work with the State of Wisconsin to raise Hiawatha ridership to pre-pandemic levels as soon as possible, and to get the long-proposed new Chicago-Twin Cities service started. Watch the [hearing](#) and find this exchange at 1:54:00.

A nationwide railroad strike remains possible, as early as November 19. Reporting for *Railway Age*, Frank Wilner says "concern is increasing that the two largest rail unions—the Brotherhood of Locomotive Engineers and Trainmen (BLET, a Teamsters affiliate) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART-TD)—will vote "no." BRS and BMWED already have voted no. What these four unions "have in common is away-from home duties and start-time variability affecting family life and sleep cycles." Wilner says "there is still opportunity for a new accord, but carriers would have to give considerably more than previously offered, with a new risk of rejection."

Continued on next page:

Continued from previous page:

Both sides are playing a high-stakes game. Unions could face a reversion to the Presidential Emergency Board position, losing sweeteners offered by the carriers since negotiations. Carriers could face new, less-favorable terms imposed by arbitration or Congress. And “a joint risk for labor and carriers is that Congress, given its deep political divide, is unable to find in both chambers majority votes to end the work stoppage...How and why rail labor and rail management put each other and the nation’s economy in these circumstances should be an embarrassment to union and carrier contract negotiators as well as the National Mediation Board (NMB), which failed in its mission to administer the Railway Labor Act (RLA) as a manual of peace rather than one of war.” Click [here](#) to see Wilner’s full article.

Local, state and federal trade associations -- 322 of them! -- signed a joint letter to President Biden urging him to continue to work with carriers and unions to avoid a strike. The DC-based National Retail Federation spearheaded the letter. Click [here](#) to read the Logistics Management newsletter’s report.

FRA has launched an “Amtrak Daily Long-Distance Service Study”. For more click [here](#) and/or read Bob Johnston’s November 1 *Trains* News Wire article.

“Addressing Amtrak’s capacity crisis: Personnel and equipment shortages plague the carrier; new president Roger Harris offers his views.” This is the headline on a lengthy and devastating Bob Johnston article in the December *Trains* which reached many mailboxes October 31. Here are a few passages: “Then-president William Flynn explained [Amtrak reduced] most long-distance frequencies to three times per week in October [2020] because that’s when ridership on those trains sharply declines. Except it doesn’t. A review of ridership and revenue for the last decade clearly shows national-network demand ‘valleys’ typically develop in early November through mid-December.” Citing a *New York Times* report on bonuses for top executives, Johnston reports, “A former Amtrak supervisor tells *Trains* that goals are established by management, then bonuses are doled out -- throughout management, not just at the top level addressed by the *Times*... This might be one reason the company’s hiring freeze did not end for 16 months, until [October 1, 2021]. An Amtrak spokesman says...long-term incentives, available only to senior management, include increasing revenue on the Northeast Corridor -- but not other portions of the system -- along with ridership growth and delivery on capital investments...The cost-focused business plan has left revenue-generating assets in short supply – just when they are needed most...”

Amtrak Board Public Meeting, St. Louis, Thursday, Dec. 1, 10-11:30 AM Central Time, St. Louis Union Station Hotel, 1820 Market St, St. Louis, MO 63103, Meeting Room: Midway Suites 10. Click [here](#) for Amtrak’s release; click [here](#) to register.

Amtrak Service and Capacity Issues. Click [here](#) to see the Rail Passengers Association release regarding Amtrak’s disastrous mishandling of the delayed *Wolverine Service* Train 351 October 7, 2022. Click [here](#) for RPA President & CEO Jim Mathews’ related letter to Federal Railroad Administrator Amit Bose.

Amtrak Gulf Coast Service. The Surface Transportation Board held nine days of contentious hearings from February to May regarding Amtrak’s effort to restore passenger train service on the Gulf Coast. Unsatisfied with the approach of both Amtrak and the host railroads, the STB asked for more information from both. With that in hand, the STB scheduled a presumably final two days of hearings for “November 17 and 18, 2022, beginning at 9:30 a.m. ET each day. The Board also announced that it will hold a voting conference on December 7, 2022, beginning at 2:00 p.m. ET.” The hearings “will be limited to examination and cross-examination of the new evidence presented in the supplemental materials filed following the conclusion of the hearings on May 12, 2022, and to present closing arguments.” The hearings and voting conference will be open to the public and carried on the Board’s YouTube page. Click [here](#) for that page. Click [here](#) for the Board’s October 28 release with more information.

However, five days after the STB announcement the parties made a joint filing requesting more mediation -- Wednesday, Nov. 2, and running through Thursday, Dec. 1, with a stay of board proceedings until Dec. 1. The filing stated in part, “The Parties have made considerable progress in their discussions, and expect that the coming weeks, leading up to Dec. 1, will be critical in determining whether a negotiated resolution can be reached.”



Festivities hailed the return of rail passenger service to Burlington's Main Street Landing on July 29, 2022. Photos by Marc Glucksman courtesy of Amtrak.



Aerial view of Amtrak Ethan Allen in Middlebury. Photos by Marc Glucksman courtesy of Amtrak

Passenger Rail News

New Amtrak Service Makes a Strong Start

Vermont Biz, Sunday, October 23, 2022 by C.B. Hall, Vermont Business Magazine

Continued on next page:

Continued from previous page:

Three-plus months since Amtrak and the Vermont Agency of Transportation extended the northward reach of the Ethan Allen Express by 68 miles, from Rutland to Burlington, patronage on the train is exceeding expectations. The addition of the new mileage to the existing 200-mile New York City-to-Rutland route – roughly a 33% increase – brought with it a ridership boost of 51% in August, the new service's first full month, relative to ridership in August of 2019, the last pre-pandemic year.

VTrans and Amtrak had projected that the extension would add 2000 to 2500 riders per month to the patronage, according to Dan Delabruere, director of the agency's Rail and Aviation Bureau.

Ridership in July 2022 was 11,377, exceeding ridership of 5,875 in July 2019 (the last pre-pandemic year) by more than 5,000. The August 2022 ridership was 9,112, exceeding the August 2019 ridership of 6,036 by more than 3,000."

In Vermont the Ethan Allen stops at Ferrisburgh, immediately outside the Vergennes city limits, and at Middlebury and Castleton, in addition to Burlington and Rutland.

The train provides one of the three mass transit options that VTrans supports on the Route 7 corridor, the other two being buses that run from Colchester through Bennington to the Amtrak station in Rensselaer, New York, just outside Albany.

Asked if any plans existed for adding stops in Shelburne and Brandon to the train's itinerary, as has been discussed occasionally, Delabruere said that VTrans "will monitor any future demands for stops but is focusing on the new service stops in Burlington, Vergennes, and Middlebury for now. "

Williston-based passenger rail advocate Carl Fowler termed the served extension "an unambiguous success."

The patronage figures "blew away projections," he said.

"I think we're kicking butt on ridership," was the assessment from Melinda Moulton, recently retired from her post as executive director of Main Street Landing, the long-time owner of Burlington Union Station, and a leader in the decades-long effort to restore passenger service to the Queen City after a hiatus of 69 years.

"Back when Howard Dean was governor of Vermont, we were both featured on NBC's national news as "fleecers" of America, for getting \$1.5 million to modify the old Union Station for Amtrak service. I told the interviewer, 'People love trains, and they'll ride them.' Well, here we are, 25 or 30 years later, and we've got an Amtrak train in Burlington."
Faster Times Ahead?

Timekeeping has been another question, however.

On its [July 29 inaugural trip](#), the train left Burlington five minutes behind schedule; it left its first stop, Ferrisburgh-Vergennes, about 15 minutes late. Fowler, who was on the train, told VBM that it left Middlebury 22 minutes behind schedule – but arrived in Rutland on schedule.

Fowler's seemingly odd accounting is explained by the timetable, which gives the train a fat 71 minutes to get from Middlebury to Rutland, only some 34 miles away.

This "padding," a common practice in Amtrak scheduling, inserts extra time on segments terminating in a key station, in this case Rutland, so as to facilitate arrival at the advertised time, for the relatively large number of patrons anticipating that arrival.

An analysis by Massachusetts-based rail advocate Ben Heckscher found that "the train took an average of 47 minutes to travel between Middlebury and Rutland in August" and concluded that "at least 20 minutes of time should be removed from the schedule for this segment."

In all, the schedule calls for a Burlington-to-Rutland trip lasting an even two hours, and a Rutland-to-Burlington travel time of one hour and 59 minutes. Both times substantially exceed the one hour and 40 minutes that served as a reference point in planning the service launch – and matched the time it took the defunct Rutland Railroad to hustle its premier Green Mountain Flyer train between the two cities back in 1940, Fowler stated.

Delabruere told VermontBiz that a possible reduction in the running time "will be evaluated next summer, after the train runs through different seasons."

What's Next?

With the long-awaited Burlington launch behind it, the top priority for VTrans's passenger rail program is to extend service on the Washington, DC-St Albans Vermonter, the state's other publicly sponsored train, north to Montréal.

Continued on next page:

Continued from previous page:

The state's efforts to restore that connection date to 2012, if not earlier, but have run into repeated challenges, including the creation of a customs pre-clearance facility at Montréal's Central Station. U.S. and Canadian officials agreed in 2015 to build the facility, but it remains to be built.

"The work that happens in Canada is not something we can demand, require or direct," VTrans secretary Joe Flynn pointed out at a meeting of the statutory Vermont Rail Advisory Council last December.

An October 3 letter from VTrans's director for policy, planning and intermodal development, Michele Boomhower, to the Federal Railroad Administration mentioned several other priorities for consideration for a federal passenger-rail grant program.

The priorities included a further, eight-mile extension of the Ethan Allen from Burlington Union Station to Essex Junction, the Vermonter's stop for the Burlington area.

The extension of the Ethan Allen north to Burlington has naturally sucked away some of the Vermonter's patronage at Essex Junction, given the two cities' proximity to each other. But the new ridership figures make it clear that the patronage at Burlington far exceeds that loss.

Connecting the two points with the Ethan Allen by no means renders the Vermonter's stop in Essex Junction superfluous, inasmuch as the two trains follow very different itineraries as they proceed south, their only shared destination being New York's Penn Station.

The Burlington-Essex Junction extension would require improvement of the low-speed track that connects the two cities, winding through Winooski and Colchester.

Currently, only freight trains ply the line, which might be viewed as a rail analog to the highway connection that I-189 furnishes between the U.S. 7 and I-89 corridors on the other side of Burlington.

A 2017 study commissioned by VTrans put the cost of improving the route at \$19.5 million, enough for major upgrades that would allow passenger trains to run at 79 mph on the track – a speed Fowler described as "ridiculous" because of speed restrictions at the many grade crossings and curves on the route.

He took the view that a lower speed would be adequate, and require less investment up front.

Closing the Burlington-Essex gap appears not to be in the immediate offing, however Delabruere said that VTrans had no current cost estimate for whatever upgrades might be needed.

Be that as it may, the inauguration of the Burlington service presages much that lies ahead for passenger rail travel in Vermont.



More Gulf Coast STB Hearings Set as Mediation Efforts Fail

WASHINGTON — The Surface Transportation Board has scheduled two more days of hearings next month on Amtrak's efforts to launch Gulf Coast passenger service after the passenger carrier, CSX Transportation, Norfolk Southern, and the Port of Mobile, Ala., failed to reach an agreement through board-sponsored mediation.

The evidentiary hearings will be Nov. 17-18, beginning at 9:30 a.m. EST each day. [In its Friday decision](#), the board says it will "hold a voting conference ... and may vote on the outcome of the case" on Dec. 7.

The STB's directive limits the scope of the November hearings to evidence dealing with traffic modeling included in July and August filings following 11 previous hearings, the last of which concluded May 12. Closing arguments will conclude the final session. Like the hearings, the Dec. 7 conference, at 2 p.m. EST, will be streamed on , although "no participation by the Parties or the public will be permitted."

Amtrak's attempt to add two round trips between New Orleans and Mobile began with a petition to the STB in early 2021, signifying its desire to commence service in January 2022 [see ["Amtrak asks STB to require CSX, NS to allow Gulf Coast service,"](#) *Trains News Wire*, March 16, 2021]. Members of the Southern Rail Commission from Louisiana, Mississippi, and Alabama had spearheaded the initiative, benefiting from legislative support by U.S. Sen. Roger Wicker (R-Miss.), who helped secure dedicated federal funding after a then-cooperative CSX ran an inspection train on the *Sunset Limited's* former route east of New Orleans in 2016.

But Amtrak went to the STB after CSX (and later Norfolk Southern) claimed the four daily trains would "unreasonably impair" their freight operations on the 144-mile route. What followed was more than a dozen hearings kicking off on Feb. 15, 2022, and concluding in mid-May in which both sides, and later the Port of Mobile, made their respective cases. On June 10, the STB issued an order for Board-sponsored mediation. That mediation was extended several times, but the last extension expired Oct. 25 without an agreement.

"Amtrak is preparing for the next hearing, confident in our case for Gulf Coast access and optimistic our service will begin next year," the company said in a statement.

Continued on next page:



Amtrak could more easily achieve its emissions reduction goals by leveraging data it already collects to further reduce excessive idling of its diesel locomotives and by mandating training on sustainability goals for management, the OIG report states. Photo – amtrak.com

OIG: Amtrak Should Use Data to Help Achieve Emissions Reduction Goals

Amtrak appears to be on track to reach its goals to reduce greenhouse-gas emissions and increase its purchase of carbon-free and renewable electricity, but it has opportunities to use its own data to reduce excess locomotive idling and to train employees about its sustainability goals, according to an Amtrak Office of Inspector General (OIG) report.

Amtrak set a goal of reducing greenhouse-gas emissions to 40% below its 2010 baseline by 2030. To help reach its target, the railroad set goals to purchase 100% carbon-free electricity by 2030 and 100% renewable electricity by 2035.

The railroad has taken up several initiatives to meet those goals, including buying more efficient electric locomotives for the Northeast Corridor and more fuel-efficient diesel locomotives for use nationwide. It has also switched to more energy-efficient LED lighting in facilities and stations. The railroad developed a plan to increase carbon-free electricity purchases to achieve the 2030 goal, OIG officials said in the report released last week.

However, Amtrak could more easily achieve its goals by leveraging data it already collects to further reduce excessive idling of its diesel locomotives and by mandating training on sustainability goals for management, they said.

Although Amtrak has reduced excess idling — idling for more than an hour — by 21% from October 2016 through March 2022, additional efforts would not only reduce emissions, but would cut fuel costs and locomotive wear-and-tear, the OIG said.



Canadian Pacific Agrees to Back Amtrak's Expansion Plans

[Canadian Pacific](#) has agreed to back [Amtrak's](#) efforts to work with other states and stakeholders on its plan to expand and enhance intercity passenger-rail service in several locations, according to [Amtrak's final brief](#) on the proposed merger between CP and [Kansas City Southern](#).

Amtrak was one of numerous parties that submitted briefs last week to the [Surface Transportation Board](#), which is considering whether to approve the proposed CP-KCS merger. Amtrak is asking the STB to approve the merger on the condition that CP follows through with a number of commitments made to Amtrak.

In its brief, Amtrak describes CP as a "reliable partner in working with Amtrak to provide safe, efficient and effective passenger-rail services." CP has committed to Amtrak that the merger would not cause Amtrak trains to operate below on-time performance standards on CP-KCS lines, Amtrak's brief states.

CP also agreed to allow Amtrak to add additional or new service:

- on the CP-owned portion of the Hiawatha route between Chicago and Milwaukee;
- between Chicago and Minneapolis-St. Paul, Minnesota, on lines owned by CP;
- between New Orleans (IC Junction) and Baton Rouge, Louisiana, on a KCS line; and
- via CP's Detroit River Tunnel between Detroit, Michigan, and Windsor, Ontario, to connect with VIA Rail Canada.

In addition, CP has agreed to participate in a joint study including Amtrak, [Norfolk Southern Railway](#), [Union Pacific Railroad](#) and certain government agencies with the goal of introducing Amtrak service between Dallas, Texas, and Meridian, Mississippi, according to the Amtrak brief.

Last year, Amtrak rolled out a national plan to expand or enhance passenger-rail service on existing lines or add service in new rail corridors. To implement [Amtrak's "Connects US"](#) plan, the passenger railroad must secure the cooperation of Class I's like CP that host Amtrak trains outside of the Northeast Corridor.

Also in its brief on the CP-KCS merger, Amtrak said it opposes CN's request that the STB condition approval of the CP-KCS merger on the divestiture of a KCS rail line between East St. Louis, Illinois, and Kansas City, Missouri. That condition would not be in the public's interest, "given the adverse effect on passenger-rail service in the region."

Continued on next page:

Continued from previous page:



The park is a 70-acre development anchored by the Aberdeen Carolina and Western Railway's Midland Transload Yard. Photo – Aberdeen Carolina and Western Railway

ACWR Opens North Carolina Logistics Park

The [Aberdeen Carolina and Western Railway Co.](#) (ACWR) last month announced the opening of the Midland Logistics Park in Cabarrus County, North Carolina.

The 70-acre park is anchored by the short line's Midland Transload Yard and includes three properties available for prospective rail customers, ACWR officials said in a press release.

The yard can accommodate more than 175 rail cars for transloading, storing and distributing raw materials and finished goods. It also has space and equipment to handle bulk operations and truck self-transload. The site includes a central scale house for all tenants.

ACWR officials anticipate the yard will become a central distribution hub for the Charlotte area. Major plastic distributors already have claimed portions of the yard and plan to consolidate their regional operations at Midland.

The remaining available properties range in size from 6 to 15 acres; two properties have direct rail access constructed.

The park is a collaboration between ACWR, its customers and the North Carolina Department of Transportation Rail Division. NCDOT issued grants to the railroad to make the park a reality, ACWR officials said.

[End of AARPCO news.](#)

Following are a series of a articles of a possible National rail strike.

Maintenance of Way Employees Reject National Contract with Class I Railroads

By Bill Stephens | October 10, 2022 Two sides to head back to the bargaining table



NOVI, Mich. – Members of the Brotherhood of Maintenance of Way Employees union have rejected the tentative national agreement that was reached last month with the U.S. Class I railroads.

Some 56% of the rank and file voted against the contract, the union announced on Monday. Union leaders and the National Carriers Conference Committee that represents the railroads will go back to the bargaining table with the clock ticking toward a Nov. 19 deadline.

“The majority of the BMWED membership rejected the tentative national agreement and we recognize and understand that result,” President Tony D. Cardwell said in a statement. “I trust that railroad management understands that sentiment as well. Railroaders are discouraged and upset with working conditions and compensation and hold their employer in low regard. Railroaders do not feel valued. They resent the fact that management holds no regard for their quality of life, illustrated by their stubborn reluctance to provide a higher quantity of paid time off, especially for sickness. The result of this vote indicates that there is a lot of work to do to establish goodwill and improve the morale that has been broken by the railroads’ executives and Wall Street hedge fund managers.” Some 11,845 BMWED members submitted ballots, with 6,646 against ratification and 5,100 approving the tentative agreement. Ninety-nine remaining ballots were submitted blank or voided for some other user error.

The tentative agreement offered 24% wage increases over the life of the five-year contract, retroactive to 2020. It also called for [improvements to travel allowances](#) for maintenance of way employees.

“The membership voted in record numbers on this tentative agreement, exhibiting that they are paying close attention and are engaged in the process,” Cardwell said. “BMWED members are concerned with the direction of their employers and the mismanagement and greed in which they have consistently implemented, and are united in their resolve to improve their working conditions across the entire Class I rail network.”

The rejection of the tentative agreement results in a “status quo” period where the BMWED will re-engage bargaining with the Class I freight railroads. That status quo period will extend to five days after Congress reconvenes, which is currently set for Nov. 14. Assuming Congress returns to session on the 14th there could be no “self help” until after Nov. 19, the union said.

Four unions have ratified their agreements with the railroads, while seven others are voting or preparing to vote.

Continued on next page:

Continued from previous page:



[XIMENA BUSTILLO](#)
[Twitter](#)

A Second Railroad Union Votes Down Biden's Tentative Agreement

On Thursday, October 27, 2022, 12:42 PM, provided by Rick Krenske Updated October 26, 2022 5:18 PM ET

A second railroad union voted on Wednesday against ratifying the tentative agreement brokered between the railroad managers, unions and members of President Joe Biden's administration. The move increases the possibility of a strike in November that would endanger the national supply chain if a deal is not reached. The Brotherhood of Railroad Signalmen, which represents over 6,000 workers in the United States, announced that its members voted to reject the tentative agreement, sending the union back to the bargaining table with management.

In a statement, union president Michael Baldwin notes that it's the first time the union has voted against ratifying an agreement.



A worker walks along tracks at a BNSF rail yard in Kansas City, Kansas on Sept. 14. Business and government officials prepared for a potential nationwide rail strike earlier this fall before the tentative agreement was reached. Charlie Riedel/AP

Sick leave policies continue to be at the center of talks. Unions argue current policies don't allow workers to take personal or sick time off. While the presidential emergency board (PEB) appointed by [President Biden negotiated increases in wages](#), it did not address the leave policies.

"I have expressed my disappointment throughout the process in the lack of good-faith bargaining," Baldwin [said in the statement](#).

"Additionally, the highest offices at each Carrier, as well as their stockholders, seem to forget that the rank-and-file of their employees continued to perform their job each day through an unprecedented pandemic, while the executives worked from home to keep their families safe," Baldwin said.

BRS, which represents workers who install and maintain signal systems, is not the only one. The Brotherhood of Maintenance of Way Employees, the third largest railroad union, voted earlier this month to also reject the agreement. All 12 unions would need to independently accept a deal in order to avoid a potential strike.

"We're going to go back to the table and we are going to talk to them, talk to the railroads about increased paid sick days because our members have made it very clear to us that the lack of paid sick days is a very significant issue for them," Peter Kennedy, BMWED's chief negotiator [previously](#)

Biden's influence is on the line

On Wednesday, White House Press Secretary Karine Jean-Pierre reiterated that the priority is to avoid a shut down and that the administration is in regular contact with both sides.

"It is the responsibility of the parties involved to resolve this issue and any idea that kicking this to Congress will result in a quick or favorable outcome is deeply misguided," Jean-Pierre said. "These unions' rejection of the current proposed contract does not mean we face an immediate rail shut down, that's not how we view it. But it does mean the unions and their employers have additional work to do."

Jean-Pierre said the administration urges good faith negotiations to avoid a shutdown of rail operations.

In September, members of Biden's cabinet pushed to get railroad management and unions to come to an agreement after nearly two years of ongoing contract negotiations.

Railroad unions were threatening to strike, [leading some services like Amtrak to preemptively be affected](#).

Labor Secretary Marty Walsh stayed up overnight brokering the tentative agreement ultimately accepted by the representatives. But although the agreement was viewed as a major labor win by the President, the union members still have to vote.

Biden has long proclaimed himself as the most pro-labor president, often having union members introducing him ahead of speeches. But even after the agreement was reached, many railroad workers were still picketing in disapproval of the deal.

A threat of a strike grows

The union's rejection means that now they're in what's called a "status quo" period that will run until Nov. 19 — five days after Congress is scheduled to come back to Washington. A strike would not come before then. Congress could prohibit a strike and force unions to accept the deal.

So far, six unions have voted in favor and two have voted against, but all could strike if one does, putting at risk the transportation of up to 40 percent of goods, right ahead of the holiday season.

Rail Strike on the Horizon As Unions Turn Down Biden's Latest Proposal

On Thursday, November 17, 2022, 1:30 PM, Provided by Frederick Krenske

The International Brotherhood of Boilermakers (IBB) made their demands known to President Biden's Presidential Emergency Board (PEB) on November 14th, after its members roundly rejected the ratification of a tentative agreement brokered with the major freight railroads.

Continued on next page:

Continued from previous page:

This makes the IBB the third labor group to turn down the deal as brokered by the Biden administration, and now the likelihood of a full-on strike is growing by the day.

As is customary, the IBB is entering into a period of no contact to allow both sides an opportunity to regain their composure and, hopefully, come back to the table with a more agreeable list of terms. On the other side of the negotiation table is the National Carriers' Conference Committee (NCCC) which is comprised of the nation's largest railroad companies including BNSF, CSX, Norfolk Southern, and Union Pacific.

The IBB is in good company rejecting the deal that originally would give rail workers a 24% wage increase during a five-year period from 2020 to 2024. With the Brotherhood of Railroad Signalmen (BRS) and the Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters (BMWED) also on board, there aren't many rail workers outside of these unions for the railways to look to.

Despite the sizeable rate increase being proposed, the unions declined the offer as it does nothing to address the massive quality of life issues the workers face. From being forced to operate at full capacity with skeleton crews to a complete lack of sick time, they want to make their lives better. Given how many of them are working long distances from home, and the length of time they spend living on the road, it only makes sense that they would want a better quality of life to be covered by the union.

Speaking with Fox Business, many union members expressed their anger with their union reps for signing off on the PEB's recommendations in September and blamed them for not doing more to improve their working conditions. If all 12 unions don't agree on ratifying their contracts, a strike could take place. While multiple unions have agreed to continue operating as they negotiate through December, Congress is ready to step in if a work stoppage were to be triggered.

Currently, seven unions have voted to ratify their contracts, three have turned them down, and two more are set to vote before the end of the month.

Secretary of Transportation Pete Buttigieg has been noticeably absent from any public remarks on this agenda. Given how the potential strike could impact the situation at the ports, how semi-trucks are being used, as well as fuel and other costs across the country, it would seem natural that he would actively be involved. This also might not be a fight he is ready or willing to take on. The railroad workers have been the backbone of American industry and innovation for decades as they connect the people of America from coast to coast. From maple syrup in Vermont to oil in Texas to salmon in Washington, railways helped make all these products move across this great land of ours for decades. While planes and even semis can be faster in 2022, the rails are still a cheaper alternative for non-time critical, oversized, or incredibly heavy materials.

With President Biden as well as the union representatives not taking the workers' demands seriously, there is only a limited time until the strike will go from inevitable to currently going on. If they were to strike just before Christmas, this could destroy the holiday season for millions of Americans. Especially as prices would suddenly skyrocket overnight due to a lack of availability.



Railroad employees picket outside the North American Rail Shippers conference in Kansas City on May 10, 2022 to protest working conditions. The railroads and four unions representing their employees are heading toward a December strike deadline.
David Lassen

Conductors Reject Contract Agreement, While Engineers Ratify Deal with Class I Railroads

By Bill Stephens | November 21, 2022

SMART-TD union enters cooling off period facing Dec. 8 deadline to reach an agreement with the Class I railroads.

Engineers and conductors have rendered a split decision in their respective union votes over the tentative agreements reached with the U.S. Class I railroads, the unions said this morning.

By the slimmest of margins, conductors represented by the SMART-TD union rejected the deal, fueling the prospects of a nationwide strike that could begin as soon as Dec. 9. Some 50.87% of voting members rejected the agreement.

Yet the Brotherhood of Locomotive Engineers and Trainmen ratified their agreement, as did yardmasters represented by SMART-TD. Some 53.5% of engineers backed the deal, along with 62.4% of yardmasters.

Turnout was a record for both unions, reflecting the contentious relationship between railroads and the rank and file.

SMART-TD will enter a cooling-off period and resume negotiations with the National Carriers Conference Committee that represents the railroads.

“SMART-TD members with their votes have spoken, it’s now back to the bargaining table for our operating craft members,” said SMART-TD President Jeremy Ferguson. “This can all be settled through negotiations and without a strike. A settlement would be in the best interests of the workers, the railroads, shippers and the American people.”

The cooling off period runs through Dec. 8, making Dec. 9 the earliest the union could strike or railroads could lock out employees.

“The ball is now in the railroads’ court. Let’s see what they do. They can settle this at the bargaining table,” Ferguson said. “But, the railroad executives who constantly complain about government interference and regularly bad-mouth regulators and Congress now want Congress to do the bargaining for them.”

Continued on next page:

Continued from previous page:

The railroads remain willing to enter agreements that are based on the recommendations of the Presidential Emergency Board, the NCCC said today.

BLET and SMART-TD — the largest of the dozen unions representing railroad workers — were the final two organizations to announce their vote tallies. Four unions have now rejected their tentative agreements, while the other eight unions have ratified their contracts.

If any one of the four unions calls a strike, it would effectively shut down the U.S. freight rail system, most Amtrak service, and many commuter lines, because the rank and file of the other unions would not cross picket lines.

“We stood shoulder to shoulder with our brothers and sisters in SMART-TD and others in rail labor throughout this process, and we will continue to stand in solidarity with them as we approach the finish line in this round of negotiations,” BLET President Dennis Pierce said.

The BLET and SMART-TD tentative agreements were based on the recommendations of the Presidential Emergency Board that was convened over the summer after railroads and unions failed to reach settlements in negotiations that began in 2020.

“Today, the BLET joined the majority of our unions in approving the largest wage increases in nearly five decades and also paved a path toward greater scheduling predictability for its members,” said Association of American Railroads CEO Ian Jefferies. “Railroads stand ready to reach new deals based upon the PEB framework with our remaining unions, but the window continues to narrow as deadlines rapidly approach. Let’s be clear, if the remaining unions do not accept an agreement, Congress should be prepared to act and avoid a disastrous \$2 billion a day hit to our economy.”

All of the tentative agreements increase wages by 24% during the five-year period from 2020 through 2024, with a 14.1% increase effective immediately. The agreements also include five \$1,000 annual lump sum payments, adjustments to health care premiums, and health benefit enhancements, and an additional personal leave day for all employees.

A portion of the wage increases and lump sum payments are retroactive, resulting in more than \$11,000 on average in immediate pay-outs to employees.

But the unions that rejected their deals have said that working conditions were more important to their members than the size of their raises. The PEB did not make any recommendations on working conditions, saying they should be negotiated at the local level.

The unions representing maintenance-of-way employees, signalmen, and boilermakers also have rejected their tentative agreements. BLET, SMART-TD, and the Brotherhood of Maintenance of Way Employees have sought additional paid sick time for their members.

The railroads have rejected union requests for additional paid time off, saying employees already have paid sick time benefits. “The structure of these benefits is a function of decades of bargaining where unions, including BMWED, have repeatedly agreed that short-term absences would be unpaid in favor of higher compensation for days worked and more generous sickness benefits for longer absences,” the NCCC has said.

The last nationwide labor-related shutdown was a brief lockout in 1992.

Should the unions strike or the railroads initiate a lockout, Congress is expected to intervene as it historically has done. But some observers are concerned it could take longer than usual due to the lame-duck session in a hyper partisan era that has bitterly divided Congress.

Railroad shipper groups have all urged Congress to act quickly. A shutdown of the freight rail network would have significant economic impacts, contribute to inflation, and potentially plunge the economy into a recession, they said.

A railroad shutdown would exacerbate agricultural shipping challenges, which include rail congestion on the big four U.S. systems, record low water levels that have brought Mississippi River barge traffic to a halt, and a shortage of trucks, the National Feed and Grain Association and 192 other members of the Agricultural Transportation Working Group told Congress earlier this month.

Even if a strike is averted before the Dec. 9 deadline, the railroads are likely to begin curtailing certain types of traffic — such as shipments of hazardous materials — as soon as Nov. 28, the American Chemistry Council says.

Shippers are also likely to divert freight to highways in advance of the strike deadline, as they did before tentative agreements were reached in September.

The tentative agreements were announced on Sept. 15, just hours before the unions could have walked out. The agreements were the result of 20 hours of negotiations between the railroads and the unions representing engineers, conductors, and signalmen.

The two sides were able to reach a deal during 20 hours of talks held at the Department of Labor headquarters in Washington, D.C., with members of the Biden administration playing a key role in the negotiations.

More than 30 U.S. railroads are covered under national bargaining. Canadian Pacific is not part of the national contract; it negotiates separately with unions representing its U.S. workers.

Largest Rail Union Rejects Contract -Provided by Rick Krenske

Andrea Hsu Labor and Workplace Correspondent Updated November 21, 2022 Heard on NPR [Morning Edition](#)

On the eve of the holiday season, workers at the heart of the supply chain are once again threatening to strike.

Four freight rail unions, with a combined membership of close to 60,000 rail workers, have voted down the five-year contract agreement brokered by the Biden administration back in September. The latest rejection came Monday from the largest of the unions, representing some 28,000 conductors, brakemen, and yardmen. Eight other unions have ratified the deal, but they too could be pulled back into this labor dispute. That's because if one union decides to strike, all of the unions, representing about 115,000 freight rail workers, will honor the picket lines.

Continued on next page:

Continued from previous page:



A Union Pacific freight train carries cargo along a rail line at sunset in Bosler, Wyoming, on August 13, 2022. Patrick T. Fallon/AFP via Getty Images



Freight cars wait to be hauled out of the Norfolk Southern Conway Terminal in Conway, Pa., on Sept. 15. Gene J. Puskar/AP



President Joe Biden shakes hands with U.S. Secretary of Labor Marty Walsh on September 15, 2022, after speaking about the railway labor agreement brokered by the White House. The deal has been ratified by eight of 12 rail unions Jim Watson/AFP via Getty Images

On the eve of the holiday season, workers at the heart of the supply chain are once again threatening to strike.

Four freight rail unions, with a combined membership of close to 60,000 rail workers, have voted down the five-year contract agreement brokered by the Biden administration back in September. The latest rejection came Monday from the largest of the unions, representing some 28,000 conductors, brakemen, and yardmen.

Eight other unions have ratified the deal, but they too could be pulled back into this labor dispute. That's because if one union decides to strike, all of the unions, representing about 115,000 freight rail workers, will honor the picket lines.

Such a move would bring not just freight trains, but some Amtrak and commuter rail systems that operate on tracks owned by the freight railroads, to a halt.

Roughly 30% of freight moves by rail in the U.S. — everything from chlorine to corn to cars. The Association of American Railroads estimates that a nationwide rail shutdown could cost the country \$2 billion a day in lost economic output.

Two largest rail unions split on contract vote

In September, the two largest rail unions, SMART Transportation Division and the Brotherhood of Locomotive Engineers and Trainmen, came to Washington to try to resolve their differences with the railroad companies.

A marathon negotiation session led by U.S. Labor Secretary Marty Walsh yielded a deal that the union leaders thought their rank-and-file would accept.

The deal gave workers a 24% raise over five years, an additional personal day and caps on health care costs. It also includes some modifications to the railroads' strict attendance policies, allowing workers to attend to medical needs without facing penalties for missing work.

President Biden described it a win for all sides and the U.S. economy. The railroads called it the most generous contract in modern history and noted that upon ratification, workers would see an average payout of \$16,000 in back raises and bonuses.

But the workers still had to vote on the contract. On Monday, the ballots from the two largest unions were tallied.

The Brotherhood of Locomotive Engineers and Trainmen, representing roughly 23,000 workers, voted to ratify the deal with 53.5% of the vote.

But SMART Transportation Division, representing 28,000 conductors, brakemen, yardmen and others, rejected the agreement, with 50.87% voting no.

"SMART-TD members with their votes have spoken, it's now back to the bargaining table for our operating craft members," said SMART-TD President Jeremy Ferguson in a [statement](#). "This can all be settled through negotiations and without a strike. A settlement would be in the best interests of the workers, the railroads, shippers and the American people."

Deadline for an agreement is December 8th

SMART Transportation Division and three other unions who previously rejected the contract deal now return to the bargaining table. If no agreement is reached by December 8, two things could happen as early as 12:01 a.m. on December 9: The railroads could lock workers out, or workers could go on strike.

Remember earlier this fall when the country came within hours of a nationwide rail strike?

We could soon see a repeat of that scenario. The nation's freight rail companies and some of their workers have yet to settle on a new contract after three years of negotiations.

Continued on next page:

Continued from previous page:

On Monday, we'll find out whether the two largest rail unions have approved or rejected the proposed five-year deal. You could be forgiven for thinking — Wait, what? Wasn't this already settled? Turns out, not really.

The tentative agreement brokered in Washington disappointed many rail workers

In mid-September, following marathon negotiations in Washington that dragged on into the wee hours of the morning, there was an agreement — a tentative one. Based largely on the [recommendations of an emergency board](#) appointed by President Biden, the deal gave workers a 24% raise over five years, one additional personal day, and modest modifications to [strict attendance policies](#), among other things.

President Biden called it an important win for the economy, the American people, and for rail companies and workers alike. The Association of American Railroads hailed the agreement as historic, noting that upon ratification, workers will see an immediate average payout of \$16,000 in retroactive raises and bonuses.

But a significant number of rail workers have said it's not enough.

The proposed wage increases barely keep up with inflation, they say, while their health care premiums could nearly double by the end of the contract. Moreover, paid sick days are not part of the agreement. For some, that's proving to be a deal breaker.

All 12 unions must ratify the deal to avoid a rail shutdown

The way the rail unions operate — all 12 unions representing roughly 115,000 freight rail workers must ratify the new contract to prevent a nationwide rail shutdown. If one strikes, the others all honor the picket lines.

If that were to happen, not only freight trains but some Amtrak trains and commuter rail systems would come to a halt. It would be an economic disaster, costing the country as much as \$2 billion a day, the railroad industry has warned.

Congress could then intervene and simply impose the recommendations of Biden's Presidential Emergency Board. The unions would lose some of the sweeteners that were added in the eleventh hour.

So far, seven unions have voted to ratify the tentative agreement. But three others representing roughly 30,000 workers have voted it down. And the largest two unions, representing roughly 60,000 locomotive engineers and train conductors, are wrapping up voting now, with results expected Monday.

BUSINESS

As holidays near, a nationwide rail strike is still on the table. Here's the latest

The Association of American Railroads says the rail companies stand ready to reach new deals based on the original framework presented by President Biden's emergency board, but warned that the window for coming up with an agreement was narrowing.

"Let's be clear, if the remaining unions do not accept an agreement, Congress should be prepared to act and avoid a disastrous \$2 billion a day hit to our economy," said AAR President and CEO Ian Jefferies in a statement.

Congress has the power to intervene if workers strike

Should there be a strike, Congress would likely intervene within hours. The Railway Labor Act allows Congress to take any number of measures to get trains running again — including imposing some version of the contract or extending the status quo, kicking any decision to the next Congress.

At a series of town hall meetings over the last month, union leaders refrained from telling engineers and conductors how to vote but warned that if they rejected the contract in favor of a strike, the matter would be out of their hands.

"Make your own decisions," Dennis Pierce, national president of the Brotherhood of Locomotive Engineers and Trainmen, said at a town hall in Independence, Ohio, on November 9. "But the idea that [Congress] will let us shut down the nation's economy for any length of time I don't think is likely."

Paid sick leave, attendance policies are still big sticking points

The unions acknowledge that the agreement sent to the rank-and-file to vote on fell short of what they'd hoped for. While the deal did include substantial raises that puts workers slightly ahead of inflation, it did not deliver any paid sick days, a major disappointment to workers after carrying the railroads through the pandemic.

The unions were able to secure some protections for workers from the strict attendance policies employed by a couple of the railroads. Under the deal, workers can miss work to attend to medical issues without being assessed disciplinary points, but there are limitations and the time off is unpaid.

BUSINESS

How an attendance policy brought the U.S. to the brink of a nationwide rail strike

Additionally, the agreement stipulates that unions can negotiate for more regular schedules for engineers and conductors who are essentially on call around the clock.

The unions say this is a big win for workers and would constitute a major quality-of-life improvement. Meanwhile, two unions that voted down the contract last month — the Brotherhood of Maintenance of Way Employees and the Brotherhood of Railway Signalmen — are still holding out for paid sick leave.

Continued on next page:

Continued from previous page:

They've argued that railroad workers should receive the same amount that federal contractors are mandated to provide — 56 hours — but say they'll make a deal with less than that. Unions are also exploring other paths to securing paid sick leave, including through executive order, SMART-TD president Ferguson told workers at a town hall earlier this month.

"We're not done," he assured them.



A Kansas City Southern grain train rolls along the main line north of Dequincy, La., on April 29, 2008. Chris Guss

Agricultural Shippers Urge Congress to Prevent National Railroad Strike or Lockout

By Bill Stephens | November 4, 2022

Letter to Congress comes as machinists' union tallies votes on its sec-

ARLINGTON, Va. — Agricultural shippers have urged Congress to prevent a national railroad strike or lockout, which they said would have “devastating consequences to our national and global food security.” A railroad network shutdown would exacerbate agricultural shipping challenges, which include rail congestion on the big four U.S. systems, record low water levels that have brought Mississippi River barge traffic to a halt, and a shortage of trucks, the National Feed and Grain Association and 192 other members of the Agricultural Transportation Working Group told Congress this week.

Six of the 12 unions representing railroad workers have ratified their contracts with the U.S. Class I railroads, but two have rejected their tentative

A strike by any of the unions would lead to a nationwide freight shutdown, which also would affect most Amtrak service and many commuter rail operations.

“Congressional action will be necessary if the parties fail to reach agreement,” the food and agriculture groups [wrote in a Nov. 3 letter](#) to House Speaker Nancy Pelosi, D-Calif., Senate Majority Leader Chuck Schumer, D-N.Y., Senate Minority Leader Mitch McConnell, R-Ky., and House Minority Leader Kevin McCarthy, R-Calif. “Resolution of this dispute prior to Nov. 19 is necessary to ensure rail service continues uninterrupted. Adding urgency to this matter, critical inputs and agricultural products such as ammonia shipments could be embargoed starting on Nov. 14.”

The International Association of Machinists and Aerospace Workers, which represents locomotive machinists, track equipment mechanics, and facility maintenance personnel, will announce its balloting results on Saturday. The union rank and file rejected an initial tentative agreement on Sept. 14. Union leaders reached a second tentative agreement with the railroads on Sept. 27.

The NGFA consists of grain, feed, processing, exporting and other grain-related companies that operate more than 8,000 facilities handling U.S. grains and oilseeds.

End of Rail Strike Articles!

School Reform: A New Report Card for Service Levels

Railway Age Written by [Gil Lamphere](#) October 14, 2022 **-Class I**



The time has come. Parents (Shareholders), Teachers (CEOs), Principals (Board of Directors), Students (Railroad Managements), and Boards of Education (STB) need a more descriptive report card—and the latter may demand it.

Students currently achieve and report raw numbers for increase/decrease in train speed, dwell time and cars on line. But the numbers and categories are virtually meaningless to Parents.

Parents want on-time arrival information for merchandise and intermodal because reliability is vital to the future growth of railroading. Teachers and Parents want to know if they can rely on Students and whether they are doing their best.

CSX discloses on-time arrivals and originations. They even were the first and only railroad to use carload trip plans, not just train arrivals. Hunter Harrison and Jim Foote were never afraid to set an achievement bar and disclose “How Are We Doing?”

Other Teachers often claim arrival times are too prone to manipulation, subjectivity, numerous assumptions and “special conditions.” What if Teachers swallowed their pride and disclosed to Parents, Principals and the Board of Education how reliable and trustworthy Students are?

Continued on next page:

Continued from previous page:

For example, take CSX's recent numbers:

On-Time Originations: 65%

On-Time Arrivals: 57%

Carload Trip Plan Performance: 64%

Intermodal Trip Plan Performance: 87%

Parents want this full information, perhaps graded as follows:

<u>Numerical Grade</u>	<u>Letter Grade</u>	<u>Description</u>
• 95%	A	Excellent
• 85%	B	Good
• 75%	C	Satisfactory
• 65%	D	Unsatisfactory. Board of Education takes interest
• 60% or below	F	Failure. Seek Tutoring immediately. Student's Price/ Earnings Ratio will otherwise fall by 2x turns. Robust price increases in jeopardy.

CSX gets a B+ for intermodal. Management freely admits they must do better, or else intermodal will not gain market share or grow as rapidly as the railroad needs. CSX gets Ds and an F for other measures. Management acknowledges that these must turn around ASAP.

Keep in mind that these aren't even AP (Advanced Placement) courses. CSX has been taking PSR as a basic course for years. CSX gets an A for having the guts to disclose the information. Don't the CEOs, railroad managements, shareholders and boards of directors want to take ownership of this key data? If we grade kids, we ought to be able to grade ourselves. An honor roll gives valuable feedback to everybody. It's time that more categories need disclosure, a grade and a description.

Establish a Harriman Award for service?

Gil Lamp here, Chairman of MidRail LLC, has several decades of experience as a principal investor and financier in rail industry and other private equity transactions. He has headed four private equity firms and has extensive operational experience as a Chairman and/or board member for a wide range of publicly traded and private companies. Lamphere is the former Chairman of the Illinois Central Railway, Co-Founder of MidSouth Rail Corporation and former board member of CN (Chair of the Finance Committee and a member of the Compensation, Investment, and Audit committees), CSX (Operations, Finance, Compensation, and Public Affairs committees), and Florida East Coast Railway. He led teams and boards that bought, managed and changed operations at Illinois Central, MidSouth, CN, Florida East Coast and Southern Pacific, with alumni leading Canadian Pacific, creating gains for investors in excess of \$2 billion.

News from the Iron Range

OreRail Digest #78 Shipments Reflect Economic Turmoil Business North Oct 26, 2022

From: [Dave Schauer](#) Date: Wed, 26 Oct 2022 17:39:49 PDT

Shipments of iron ore from U.S. ports on the Great Lakes totaled 5.1 million tons in September, a decrease of 5.6 percent compared to a year ago. Shipments were below the month's 5-year average by 6.5 percent, according to the Lake Carriers' Association.

Year-to-date the iron ore trade stands at 29.2 million tons, a decrease of nearly 21.8 percent compared with the same point in 2021. Through September, iron ore loadings are 20.1 percent below their 5-year average for the first three quarters.

Regionally, September shipments from Duluth total 1,006,157 net tons and from Superior 1,318,224 net tons. That compares with 1,059,854 from Duluth in September 2021 and 1,366,365 from Superior.

From North Shore ports, shipments were 1,318,224 tons from Two Harbors and 267,144 tons from Silver Bay. The comparable 2021 amounts were 1,349,179 and 726,301 respectively. The year-to-date totals show greater evidence that a slowdown is in progress. Shipments from Duluth and Superior total 4,959,927 and 8,293,091 versus 6,514,507 and 6,514,507 tons last year. Two Harbors and Silver Bay shipments for the year-to-date were 9,683,025 and 1,280,618 tons compared with 10,825,752 and 4,100,001 for the same year-ago period

Continued from previous page:

Article Link:

http://www.businessnorth.com/daily_briefing/iron-ore-shipments-reflect-economic-turmoil/article_e5bbf514-5538-11ed-a204-1347cbd7e7fe.html?utm_source=businessnorth.com&utm_campaign=%2Fnewsletters%2Fwednesday-headlines%2F%3Fscrape%3Dtrue%26-dc%3D1666818024&utm_medium=email&utm_content=read%20more
 Dave Schauer Duluth MN

[OreRail] Ore Rail - Digest #479

1a. Hibtac Update

From: [Dave Schauer](#) Date: Thu, 27 Oct 2022 14:07:02 PDT

Union officials say Hibtac might close in 2024 but Cliffs says it could operate for decades.

Update: CEO of Cliffs said He's Confident Hibtac Will Run for Decades

By **WDIO** Updated: October 27, 2022 - 3:34 PM Published: October 27, 2022 - 1:50 PM



The mine life at Hibbing Taconite has been a challenge for years. But the CEO of Cleveland-Cliffs, Lourenco Goncalves, said he is confident that the mine will run for years.

Goncalves said it is business as usual, and the potential closure of 2024 is not accurate.

He told WDIO that working with state lawmakers, the DNR, and Governor Walz, he's confident they can get access to the minerals in Nashwauk, and keep Hibtac going for decades.

Over 700 people work there. The union has been trying to prepare their members in case it closes someday.

There is a rally coming up on Saturday to try and get the message out to save Hibtac.

This is a developing story.

<https://www.wdio.com/mining-news/union-says-hibtac-accelerated-closure-plan-mine-close-by-end-of-2024/>

Dave Schauer Duluth, MN

OreRail] Ore Rail - Digest #487

1a. Re: Euclid video includes some Range mining.

From: [Tom Casper](#) Date: Tue, 15 Nov 2022 06:18:17 PST

Try this link. I think it is the same video. About 4.43 in it is in Minnesota iron range. <https://youtu.be/YDfPw6DHTGw>

Tom

2a. Vermilion Range Mines

From: [Jeff Borne](#) Date: Tue, 15 Nov 2022 12:03:42 PST

Question is on how ore was loaded into ore cars from the Vermilion underground mines. I have lots of photos of the mines, but none show a load-out pocket or track under the headframe. All seem to show a trestle where ore was brought to be dumped in a stockpile. I have a very old photo of a steam shovel loading ore cars at Ely and an electric shovel on the Gogebic Range loading ore cars at the Montreal mine. Specifically interested in how it was done at the USS Steel Pioneer Mine B shaft. Have read that this mine had a crusher/sizer installed in the 1950s/1960s and I suppose it had a load -out pocket.

Second question is what the Oliver Iron Mining paint scheme was on their mine-haul trucks in the late 1950s-early 1960s. All the photos I have are B&W.

Jeff Borne

2b. Re: Vermilion Range Mines

From: [John Gornick](#) Date: Tue, 15 Nov 2022 15:55:04 PST

Hi Jeff,

I can't speak to the Ely mines but at Soudan, there was a stockpile as you state and loading pockets about halfway out on the trestle. During the summer, they would dump direct from the head house above the trestle into loading pockets. They had a little chute on rails for a lack of better terms that would direct the ore into the pockets. When they were dumping to stockpile, they moved the chute and loaded into cars for dumping. They had a tail track where empties were pushed and then gravity fed by the chutes.

I've attached some pictures that show more clearly how they did it. There is a side view of the loading pocket that shows the loading chutes under the trestle. I included a picture that shows the motor and cars they used to dump to stockpile and a picture where the chute on rails is visible under the head house. If you look closely under the head house you'll see it sitting there.

If you want to contact me off list, I can provide more details. Somewhere I have close up pictures of the loading chutes, I just need to go find them. I hope this helps. John

Continued on next page:

Continued from previous page:

[OreRail] Ore Rail - Digest #488

2a. Re: Vermilion Range Mines

From: [Clarence Zink](#) Date: Wed, 16 Nov 2022 15:31:23 PST

I believe there is somewhat of a misconception about the ore loading system at the Soudan Mine. Being that Soudan is an underground mine, they would not necessarily stop shipping ore during the winters, they could operate 24/7/365. But, I do not know if they stockpiled ore in the winter, or shipped it to an *offsite* stockpile. Closing down a large, deep mine for several months would have been extremely costly, to say nothing of the human misery of being unable to work because of the closure.

However, during the warm months, they would load railcars with ore *without* drawing on stockpiles. Your photos only show part of the story. Check out this link to the Library of Congress HABS/HAER collection: https://www.loc.gov/pictures/search/?q=soudan+mINE&fa=displayed%3Asurveys_only&sp=1&co=hh

Here is the process used during the "shipping" season. See the "Soudan Mine Loading Pocket" photo, and going from left to right: Mined ore was hoisted to the surface and dumped into a small **headframe bin**. The headframe is the brown structure in the upper left. The LOC photos show the headframe bins were very small. Ore was then dumped into an overhead 'trolley wire' electrically powered "Larry Car", which ran on an oval track to the white **crusher** building just to the right of the headframe. The distance between the headframe and crusher is about 200 feet. Part of the Larry Car system is seen in the photo as the "porch like" structure projecting out to the left of the small garage door looking extension on the left side of the crusher building. The crusher building contained two separate dump pockets.

The LOC photos show this quite well. The inner pocket was for one type of ore, the outer pocket for a different type. Crushed ore coming out the bottom of the crusher was conveyed to the car loading bin, the brown structure in the center of the photo. I believe the rail load out yard contained 6, maybe 8 stub end tracks. A string of cars would be placed under the loading gates and filled. It was a more or less continuous operation. Whatever ore was hoisted was immediately run to the crusher, crushed, and loaded into rail cars. In the second photo, "Motor with Car for Stockpile", the motor and side dump mine car are used to take crushed ore directly out of the bottom of the crusher. The track they are on extends back into the bank underneath the bottom of the crusher. There are loading chutes there for mine cars. The LOC photos show these features.

That level of the load out is almost completely covered in solid 'diamond plate' sheet steel. The only opening I saw (July, 2017) in the diamond plate is shown beneath the car under the chute in the 3rd photo, "Moveable Chute". The tracks on the loadout deck all lead back towards the crusher, where the LOC photos show a small shed, presumably for parking the motor and a car or two when not in use. I believe that the motor and cars might have been used for "select" ore being dumped into the 'inner' crusher pocket by the Larry Car. When shipping this "select" ore, the "Moveable Chute" would be moved out of the way, and the motor and a car would receive ore directly out the bottom of the crusher and dump it into the exposed opening, directly into a rail car. I am attaching a low resolution .jpg of the Soudan Mine "site plan". I do not know where I got it. It shows the general layout of the site, which apparently does not contain a stockpile. I believe everything was shipped immediately upon hoisting to the surface. I'm also attaching a photo supposedly from 1890. Again, I did not record where the photo came from.

I visited the Soudan Mine in July 2017, and took a couple hundred photos. I recently got retired from the mining business after 47 years. Best regards, CRZ

[OreRail] Ore Rail - Digest #489

1b. Re: Vermilion Range Mines On Thursday, November 17, 2022 at 09:52:20 AM PST, Bruce K via groups.io <lowercherty@yahoo.com@groups.io> wrote:

To expand on Mr. Gornick's comments. At the Soudan the ore flow was as follows;

Ore hoisted up from the mine would be loaded on a larry car that operated on a loop of track. The larry car transferred the ore to the crushing plant where a jaw crusher would crush it to shippable size.

From there it was conveyed to a loading structure where it could go two ways. In shipping season it would drop directly into a rail car loading bin. This bin is a right triangular cross section with the apex at the top corner and loading gates at the junction of the hypotenuse and the vertical side. These would drop the ore into the rail car.

The other way was to dump the ore into stockpile for the winter. The chute under the crusher was changed to dump crushed ore into mine cars pulled by an electric locomotive from the mine. These would haul the ore out over the "porch" and onto rudimentary trestles. From there it would be dumped into one of two stockpiles running perpendicular to the "porch".

Ore was loaded from stockpile in the summer into ore cars with a power shovel. Don't know if it was steam, diesel, or electric. It probably varied over the years.

On the Sept. 5, 1961 airphoto it appears that car dropping was used for the pocket. Stockpile loading most likely had a locomotive in attendance.

I'll send links to DNR Airphotos in a separate post from another computer.

Bruce Kettunen Mt. Iron MN

Twin Ports Rail - Digest #353

Calendar Final Call

From: [Dave Schauer](#) Date: Mon, 21 Nov 2022 07:43:20 PST

Hello everyone – the deadline for ordering a 2023 DM&IR calendar is a week from today, November 28, 2022. Please order online or via mail using the order form found via this link. Thank you for supporting the Missabe Railroad Historical Society!

<https://www.missabe.com/newsitem/mhrs-2023-wall-calendars-order-by-november-28-2022>

Dave Schauer Duluth, MN

Railfan Events (Thanks to Rick Krenske, Bill Dredge)

Newport Model RR Train Flea Market	January 14, 2023 9:00 am—2:00 pm	Woodbury High School 2665 Woodlane Dr Woodbury MN 55125	\$6
Twin City Model Railroad Museum Night Trains	Every Saturday (Except Christmas Eve) from November 5th, 2022 to February 25, 2023 from 3 to 7 pm	Twin City Model Railroad Museum - 668 Transfer Road - St Paul, Minnesota (one half block north of University Avenue)	\$15
North Pole Express	December 2, 3, 4 2022 December 8,9,10,11 2022	St Paul Union Depot Tickets: 261.com	Visit the 261.com Web-site
Hennepin Overland Railway Historical Society. Model Railroad Open House	Saturdays and Sundays September 2022—April 2023	2501 38th Street Minneapolis MN 55406 (5 Blocks West of Hiawatha Ave)	\$10

Northstar News
8310 University Ave NE APT: #420
Fridley MN 55432
Address Correction Requested

